

Project Narrative

BACKGROUND

The need to adjust the alignment of Pima Road was first identified in the Scottsdale Foothills General Plan adopted by the City Council in December 1984. Accommodating the alignment adjustment was a stipulation of the 1987 Ironwood Village rezoning approval and the 1986 Core South rezoning approval on State Lands. The Ironwood Village developer dedicated right-of-way for the roadway, scenic corridor, and vista washes. In addition, the developer constructed a portion of the roadway alignment, currently known as "Little Pima", adjacent to the subdivision.

On June 12, 2000, a Council Study Session was held to review the proposed alignment changes for Pima Road. At this study session, three alternative alignments were presented by the city's Transportation Department (Alt. A, B, & C). The positives and negatives of each alternative were discussed. During this meeting, the Council and Transportation Department developed three additional alternatives to be further studied (Alt. D, E, & F).

Since the Study Session, these alternatives have been further refined and evaluated. The considerations that were used to screen these alternatives included: *safety, land acquisition, and conformance with City Design Standards*. Alternative B was eliminated because it was found that it did not meet design standards or safety requirements. Alternatives D, E, and F required excessive land acquisition costs and impacts due to splitting existing parcels. Discussions with representatives of the landowners indicated an unwillingness to sell property.

Alternatives A (General Plan) and C (Modified General Plan, 65-foot offset) were found to meet the basic evaluation criteria and were selected for continued research.

FURTHER COMPARISON OF ALTERNATIVES A & C

In June 2003, the city hired an engineering consulting firm, Entellus, to further evaluate the two viable alternatives. They were evaluated and refined using Quality of Life criteria from local community feedback. The major Quality of Life criteria include: *noise, traffic circulation, and landscaping/aesthetics*.

In addition, the screening criteria for adjacent neighborhoods were also revisited. The factors of safety, land acquisition, and conformance with city Design Standards and the overall cost were considered. These factors were used to determine whether the alternative was feasible, and if they could be given the full support of city staff and the local community.

The results of the more detailed evaluation of the differences between these two alignments are discussed in this newsletter. The two alternatives were evaluated only in the area between Union Hills and Hualapai since these alignments are basically the same outside these limits.

CONCLUSION

Presently, the right-of-way for the General Plan alignment (Alternative A) is owned by the city. This right-of-way was both purchased and dedicated. Private land owners to the west of Pima Road between Union Hills and Hualapai expressed a strong desire not to shift the road to the 65-foot offset alignment (Alternative C).

Based on the noise analysis, there was little to no benefit in shifting the road to the west. Ironwood Village residents indicated that they had additional concerns, particularly, the ultimate location of Union Hills. Currently, the right-of-way for Union Hills is dedicated, and the north side of the right-of-way is adjacent to existing homes in Ironwood Village and provides little to no buffer. The city and other stakeholders preliminarily agreed to shift the Union Hills alignment 55 feet to the south of its current location, thus allowing the sound abatement berm and wall system to wrap around the corner and provide greater noise protection for several Ironwood Village residents.

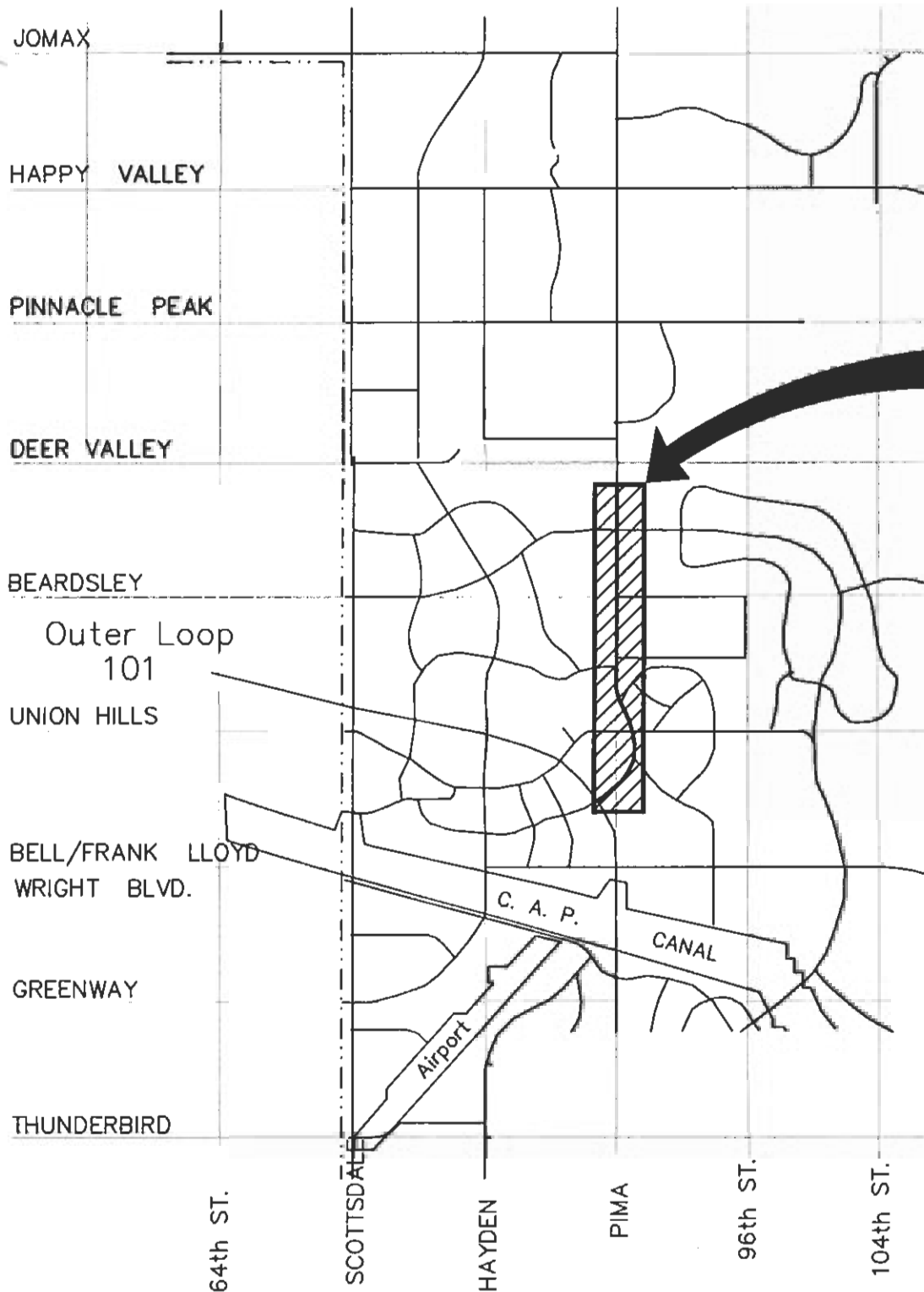
Since noise protection will be required for both alignments, comparing the additional cost of Alignment C to the benefit of increasing the distance between the community and the roadway stood as the main issue between the alignments. The preliminary cost estimates of both alternatives were determined. Alignment C was substantially higher due to the additional right-of-way and infrastructure cost and was about 30% over the City's budget. This would require either additional funding or reducing cost by eliminating certain improvements, such as less landscaping and aesthetics.

In a letter dated November 7, 2003 by the Ironwood Village HOA Board of Directors and Pima Road Committee, additional concerns were identified. These concerns were at the Downing Olson intersection. They requested a western shift in the Pima Road improvements to accommodate ingress/egress lanes into and out of Ironwood Village. In addition they asked to shift Downing Olson alignment further to the north, basically centering it between properties.

Based on refinements of the alternative and the input received from the stakeholders, a new alignment was developed. This alignment incorporates all the noise mitigation and aesthetic buffering identified in the previous alternatives. This new alignment is called **Alternative G – 2004 Proposed Plan Alignment**. It maximizes the best features of both Alternatives A and C, incorporates the feedback from the stakeholders, and resulting in the following additional benefits:

- Provides noise mitigation through aesthetic sound walls and extensive buffering treatment that matches the Ironwood Village Landscape Plan
- Provides more equal buffering around all sides of Ironwood Village by shifting Union Hills south 55 feet
- Saves both of the existing Pima Road bridges south of Downing Olson

- Provides a dedicated right turn lane into the Downing Olson intersection with realigned Pima Road
- Provides a southbound left turn lane into Ironwood Village (no traffic signal)
- Accommodates entry features at Union Hills and Downing Olson
- Minimizes right-of-way needed west of realigned Pima Road
- Maintains an attractive Scenic Corridor along Pima Road



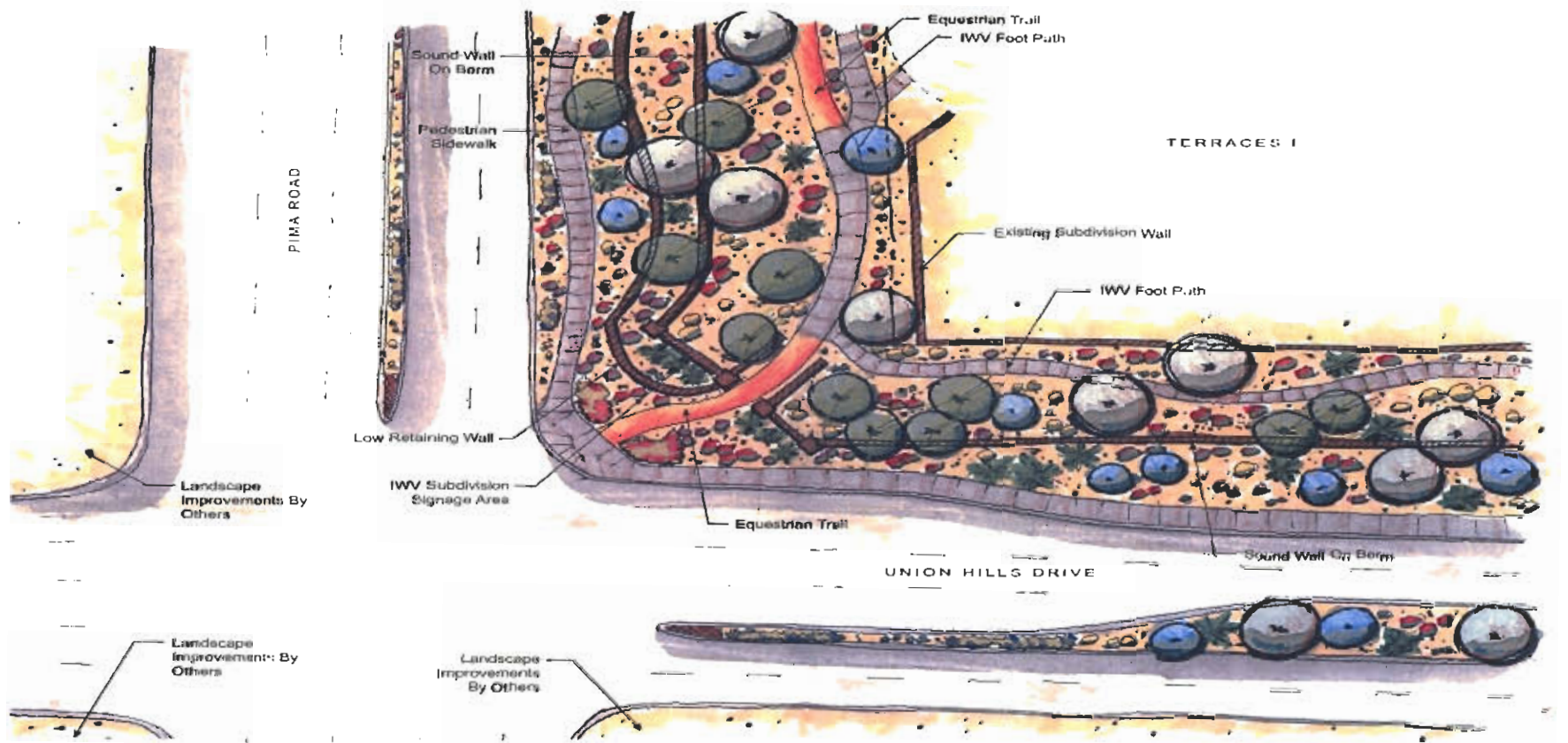
SITE LOCATION MAP

**SITEPLAN: Pima Road
from Loop 101 to Deer Valley**

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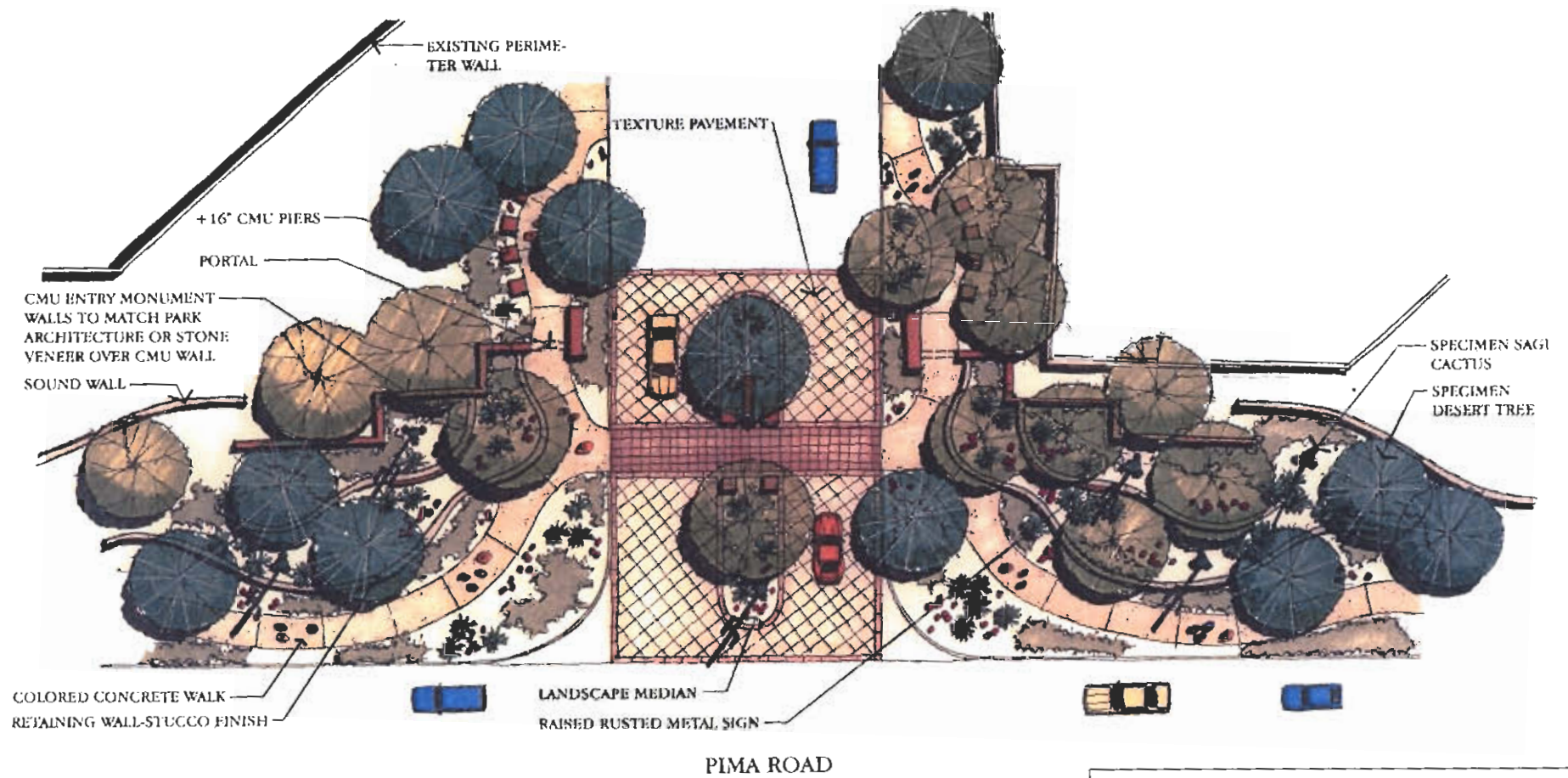
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PIMA ROAD IMPROVEMENTS –
LOOP 101 TO DEER VALLEY

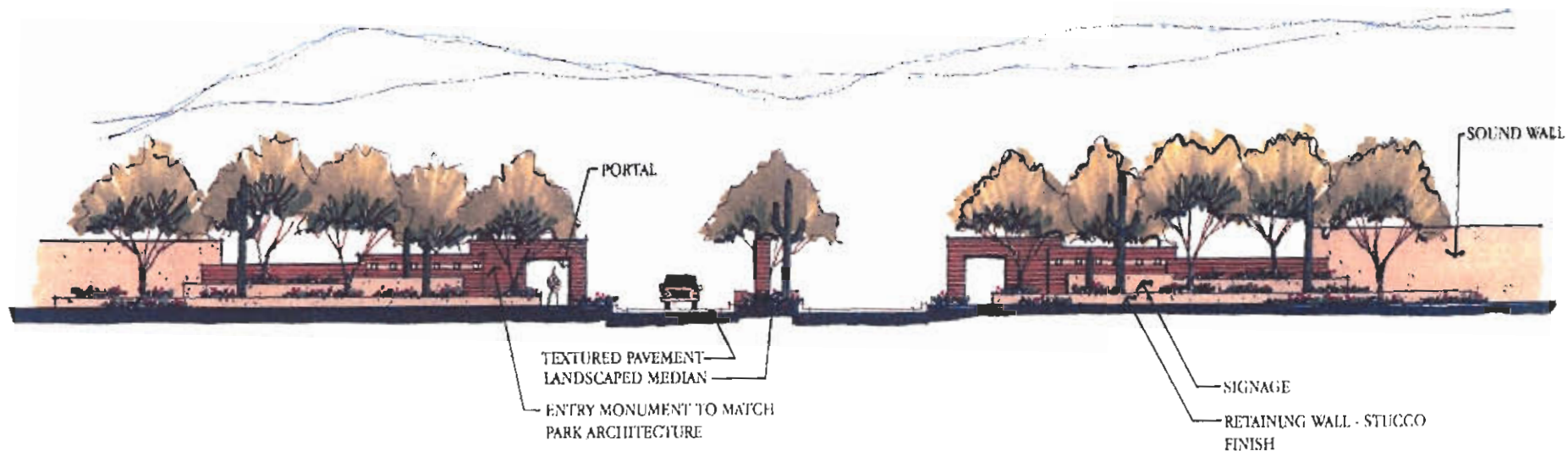
Pima Road and Union
Hills Intersection



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PIMA ROAD IMPROVEMENTS –
LOOP 101 TO DEER VALLEY

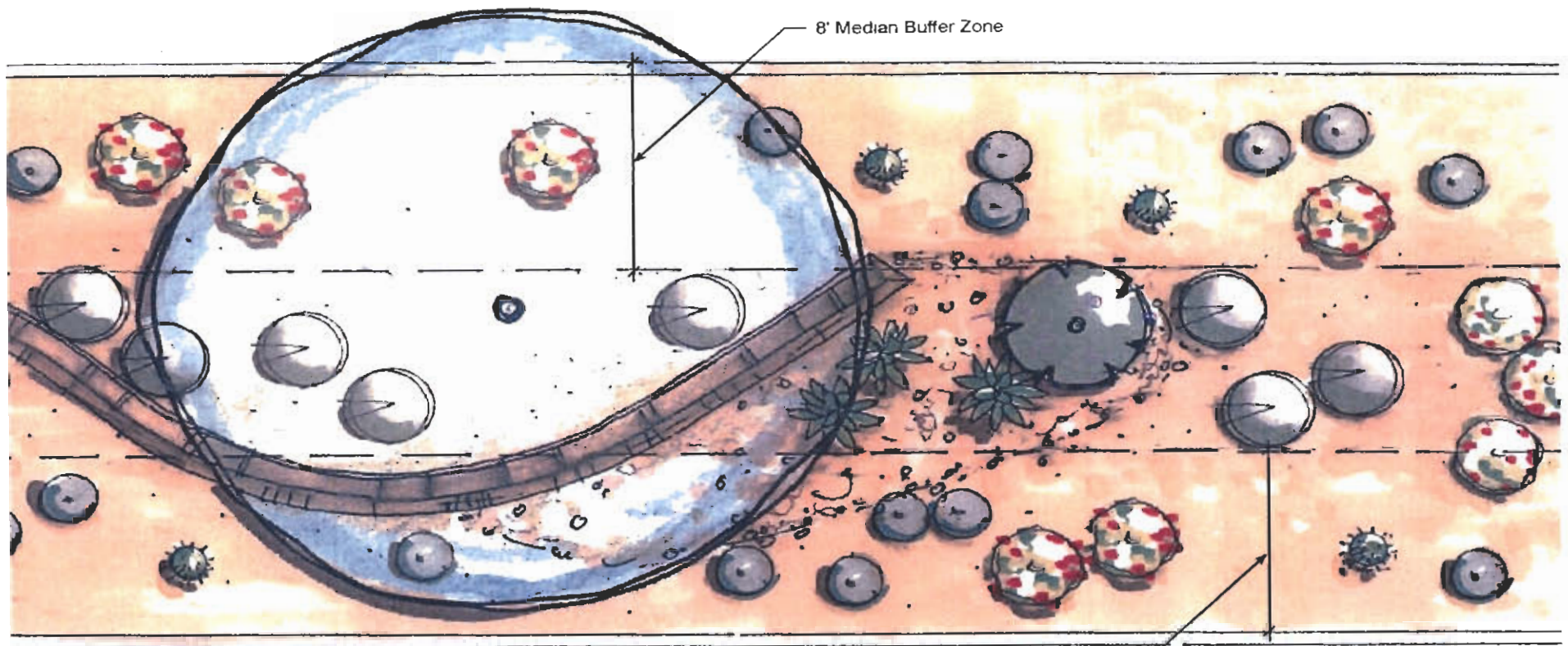
Pima Road and Downing
Olson Intersection



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PIMA ROAD IMPROVEMENTS –
LOOP 101 TO DEER VALLEY

Elevation of Downing
Olson Intersection

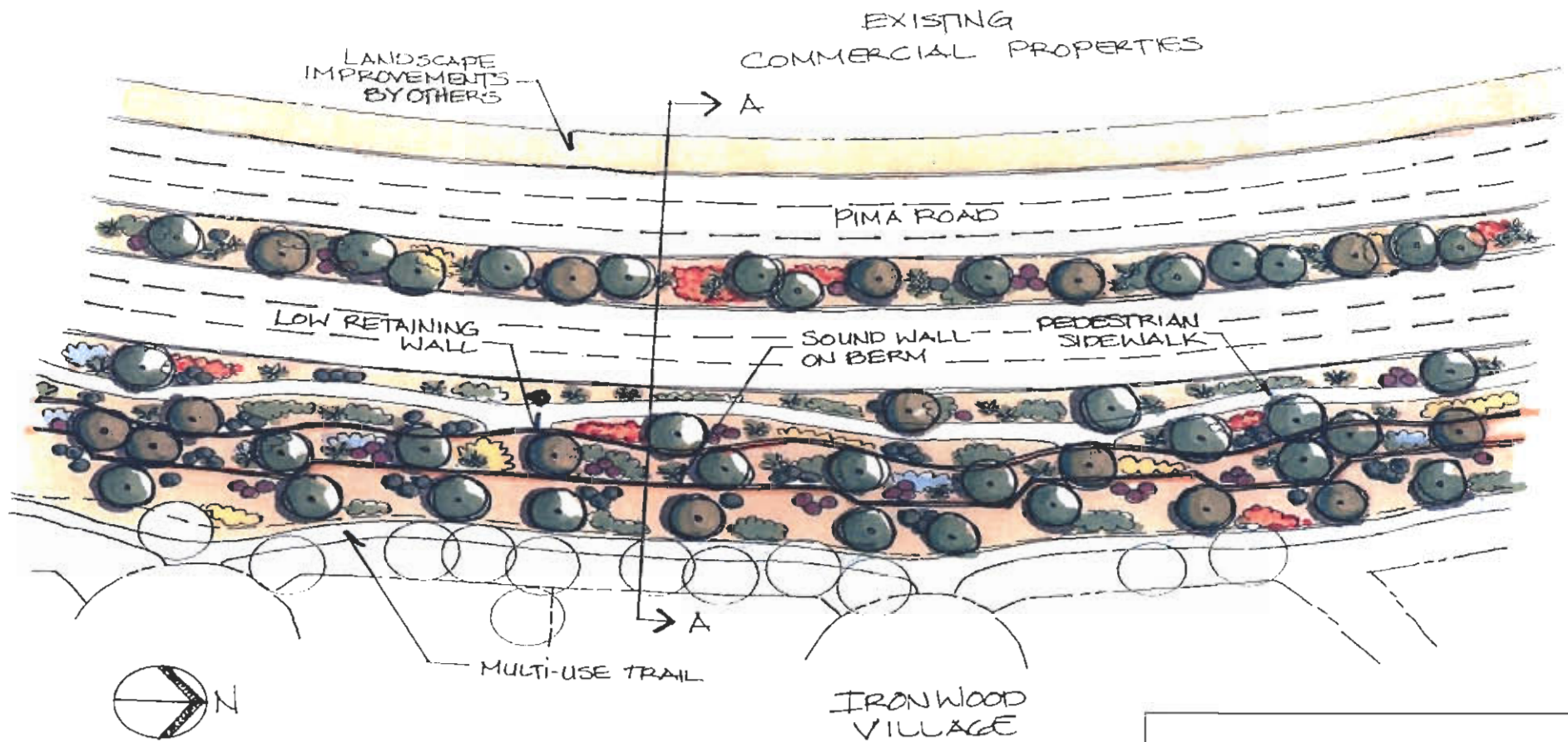


- 8' Median Buffer Zone
- Plants under 2' HT.
 - No Trees
 - Decorative Wall Under 12" HT.

PIMA ROAD IMPROVEMENTS --
LOOP 101 TO DEER VALLEY

Conceptual Median
Layout

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PIMA ROAD IMPROVEMENTS –
LOOP 101 TO DEER VALLEY
Conceptual Landscape
Plan

Sound Wall
on Berm



Berm

Low Retaining
Wall

PIMA ROAD IMPROVEMENTS –
LOOP 101 TO DEER VALLEY

Noise Abatement System
Along Ironwood Village

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